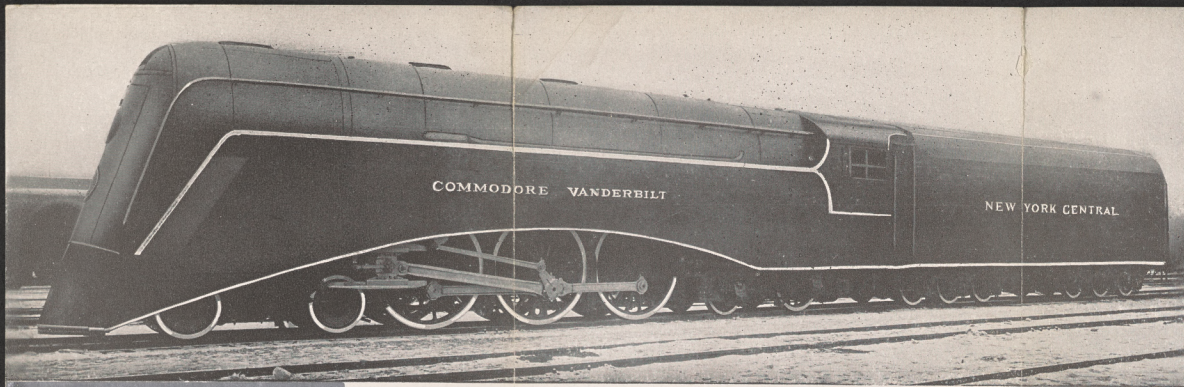


The
"Commodore
Vanderbilt"



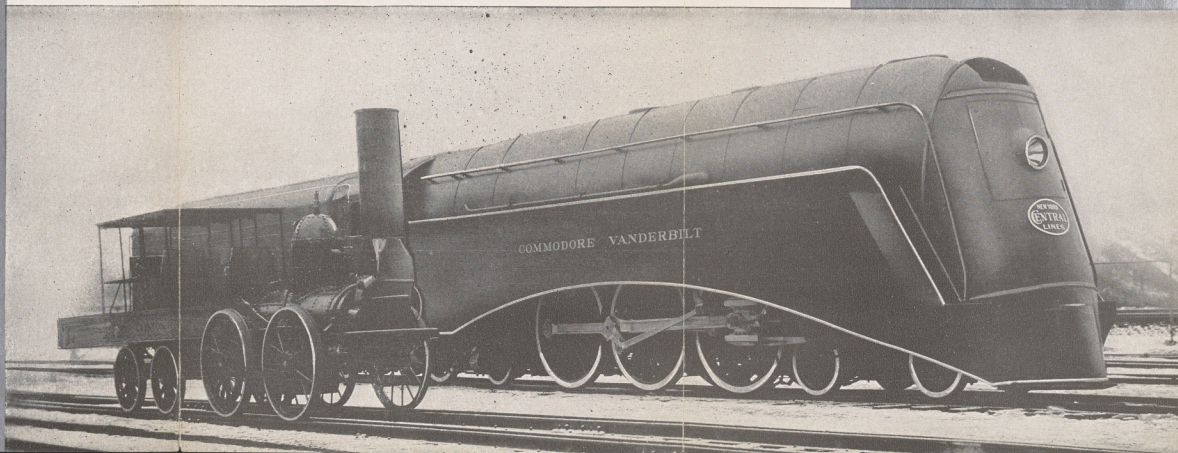
*.....World's First
Streamlined High Powered
Steam Locomotive*

NEW YORK CENTRAL LINES



At top—a side view of the Commodore Vanderbilt, showing how practically everything on the locomotive, except the truck, trailer and driving wheels is completely enclosed by a metal covering that reduces wind resistance materially. The tender also is covered. Behind the ladders at the front of the engine leading to the catwalks and around the hidden smokestack are tubular recesses which serve as wind scoops, lifting the smoke high above the locomotive when it is in motion.

The lower picture shows the right side of the Commodore Vanderbilt. Beside it is the diminutive DeWitt Clinton of 1831, the first locomotive operated in the State of New York. The Commodore Vanderbilt is 96 feet long; the DeWitt Clinton and its tender are 23 feet, 9 inches long. The Commodore Vanderbilt weighs 228 tons; the Clinton weighs 7½ tons.



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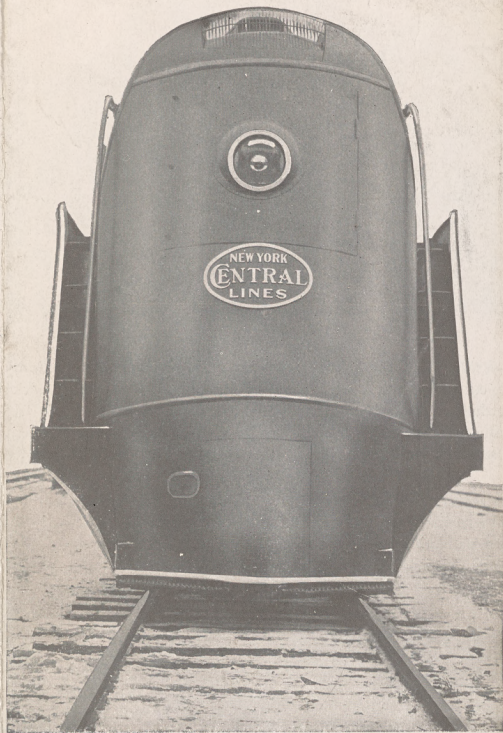
THE New York Central Lines present the Commodore Vanderbilt, the world's first streamlined high-powered steam locomotive. The engine, of 4075 horsepower, is named after the founder of the New York Central.

This pioneer creation in steam motive power is the Central's newest model of the famous giant Hudson type passenger locomotive. Both locomotive and tender have been streamlined in accordance with the latest researches in aero-dynamic science, except that to permit quick access to the driving mechanism for oiling and other purposes, the driving and trailing wheels have been left partly uncovered. Otherwise, the entire engine is enclosed within a graceful metal covering which is finished in gun metal shade of lacquer, with stripings of silver. Obstructions that might offer air resistance, such as the bell, whistle, smokestack and other apparatus are beneath or level with the hood. Wind scoops lift smoke and gases high above the train.

It is believed the streamlining of this Hudson, whenever the engine is operated at speeds of 70 to 90 miles an hour or more, will effect a decrease in head air resistance of 35 to 36 percent, which is expected to be reflected in a saving in fuel. The new streamline design also provides additional insulation for the cylinders, auxiliary apparatus and pipes, protecting them from freezing temperatures. The tender is covered, preventing any dust being blown from loose coal.

In addition to the wheels on the tender and engine truck, the 79-inch drivers are also equipped with roller bearings.

The New York Central presents this streamlined engine, President F. E. Williamson has announced, as evidence of its belief that, despite recent developments in the use of other fuels, the day of the steam locomotive is far from past. It believes that, if present expectations are realized, steam can continue to offer the maximum of travel safety and comfort and speeds as high as most persons would care to travel. The Central pioneered in the use of diesel-electric locomotives, of which it owns 45.



How the Commodore Vanderbilt appears from the front. The drop coupler is concealed behind a door at the bottom. A sturdy cowcatcher is also hidden beneath the metal front. At the top, behind the grill may be seen the tip of the smokestack.

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